

4.6 COMMUNITY IMPACT ASSESSMENT

This section examines the potential for impacts to community cohesion. Impacts to community cohesion relate to changes in the land use, neighborhoods, visual, economic, or community facilities and services. Changes in the noise and visual impacts are discussed in Sections 4.9 and 4.13.

In analyzing community cohesion, the following questions were used:

- Will there be a loss of prime farmland?
- Does the proposed project induce changes in land use and density?
- Is the proposed project compatible with community goals and local land use plans and zoning?
- Will the project cause a redistribution of the population or an influx or loss of population?
- Will the proposed action encourage businesses to move to the area, relocate, close, or move outside the area?
- How does the project affect parking availability?
- How are tax base and the local economy affected by construction activities? Are there both positive (job-generated) and negative (detours and loss of access) impacts?
- Would access to and from a community be impaired? How does the project affect non-motorist access to businesses, public services, schools, and other community facilities?
- How will the project affect interaction among persons and groups? How will it change social relationships and patterns?

The information contained in this section is based on the SR-22/West Orange County Connection (SR-22/WOCC) Final Relocation Impact Report (FRIR)¹, (Enhanced) Reduced Build Alternative (March 2003), the Draft Relocation Impact Report (DRIR) (December 2000)¹, and the FHWA report, *Summary: Economic Impacts of Federal-Aid Highway Investment* (2000).² These documents provide complete information regarding the right-of-way impacts of the project. The FRIR focuses on the (Enhanced) Reduced Build Alternative, the identified Preferred Alternative. Should another alternative be identified as the Preferred Alternative, a FRIR for that alternative would be prepared.

As previously discussed in Section 2.2.1, the (Enhanced) Reduced Build Alternative is a slight modification of the Reduced Build Alternative proposed in the August 2001 DEIR/EIS. The eastern portion of the Mainline, previously proposed in the Reduced Build Alternative to end at Glassell Street, has been extended to approximately SR-55, and an auxiliary lane has been added from Glassell Street to Tustin Avenue in the eastbound direction. The actual direct HOV connector to SR-55 is not included as part of the (Enhanced) Reduced Build Alternative. Elements from the TSM/Expanded Bus Service Alternative are also included in the (Enhanced) Reduced Build Alternative. Please refer to Table 2.2-1, The (Enhanced) Reduced Build Alternative Elements.

The additional analyses in this section were the result of refined engineering, responding to comments received during the public comment period of the August 2001 DEIR/EIS, and/or additional planning efforts. Some of the modifications in this section include more narrowly defined impacts to residential and non-residential properties, as compared to the August 2001 DEIR/EIS, Section 4.6, Community Impact Assessment. During the public comment period of the DEIR/EIS, the Department received numerous comments from residents in the Community of Rossmoor and from the City of Seal Beach. Residents of these areas were concerned with potential impacts to community cohesiveness and possible property acquisitions. To address these issues, additional analyses were prepared to determine the impacts from the project. The findings for the analyses are discussed in this section. The comments and responses to comments are attached as Appendix A of this FEIS/EIR (Volumes II & III).

¹ Available at the California Dept. of Transportation, District 12 and OCTA.

² Available at the California Dept. of Transportation, District 12.

4.6.1 LAND USE AND DEVELOPMENT IMPACTS

The potential for land use impacts was determined as follows:

- Consistency with land use plans and policies was assessed through review and comparison of the project alternatives to the adopted plans and policies of local cities and regional jurisdictions within the study area that have authorities for land use, transportation and other relevant infrastructure.
- Land use compatibility was assessed by identifying existing and planned land uses to proximate locations affected by project alternatives, and analyzing the relative sensitivity of these land uses to conditions arising from construction, operation or maintenance of the alternatives.
- Farmland impacts were determined by identifying properties within the study area that are designated as prime farmland or that are currently used for agricultural operations. This information was then used to determine whether the project alternatives would require the use of prime farmland for project-related capital improvements, or whether the alternatives would disrupt or interfere with agricultural practices of statewide significance.

A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE

Consistency with Land Use Plans and Policies. The (Enhanced) Reduced Build Alternative would be consistent with land use plans and policies. This alternative supports major land use policies as defined by Orange County's and affected cities' general plans. Parking and maintenance of the expanded bus fleet proposed by this alternative can be accommodated at existing and previously planned and approved OCTA facilities.

Land Use Compatibility. The (Enhanced) Reduced Build Alternative would be incompatible with sensitive land uses defined as residences, educational facilities, religious institutions, and open space or preservation areas. Measures to mitigate noise and visual impacts for this alternative include noise barriers, landscaping and aesthetic treatments as discussed in Sections 4.9 and 4.13. However, there are a few areas where landscaping would not completely eliminate substantial impacts to residential areas. Please refer to Section 4.6.2 for additional discussion on community cohesion.

Farmland. The (Enhanced) Reduced Build Alternative would have no impact on farmland. No area of prime farmland is expected to be acquired for the (Enhanced) Reduced Build Alternative. Two areas of prime farmland border this alternative: along the I-405/SR-22 in Seal Beach within the United States Naval Weapons Station, and between Western Avenue and Hoover Street on both sides of SR-22. The area of the Naval Weapons Station adjacent to the freeway was leased to a private entity for agricultural use. However, all agricultural activities have ceased since September 19, 2001, when the Navy restricted access to the public. A utility easement on the Naval Weapons Station would be needed for improvements to the SR-22/WOCC project, hence the Department and its partnering agencies are coordinating with the United States Department of the Navy to use the land required. At this time, the United States Naval Weapons Station is permitting the Department a utility easement at this location.

B. OTHER ALTERNATIVES

1. NO BUILD ALTERNATIVE

Consistency with Land Use Plans and Policies. The No Build Alternative would be inconsistent with the land use plans of some cities within the study area insofar as the cities' land use plans anticipate improvements to major arterials and freeway systems as an integral part of their vision for the future. If the SR-22/WOCC were not constructed, the goals of these cities for overall transportation mobility would not be met.

Land Use Compatibility. This alternative would be compatible with all other adjacent land uses. Therefore, no impacts are anticipated.

Farmland. There would be no prime farmland acquired for the No Build Alternative. Therefore, no impact to farmland is anticipated.

2. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Consistency with Land Use Plans and Policies. The TSM/Expanded Bus Service Alternative would be inconsistent with some of the plans and policies of cities within the study area, but would not create any new impacts. Parking and maintenance of the expanded bus fleet proposed by this alternative can be accommodated at existing and previously planned and approved OCTA facilities. This alternative would not include major arterial and freeway improvements; therefore, city land use plans, as well as regional land use plans within the study area that anticipate improvements to major arterials and freeway systems as an integral part of their vision for the future, would not be met.

Land Use Compatibility. This alternative would be compatible with all other adjacent land uses. Therefore no impacts are anticipated.

Farmland. There would be no prime farmland acquired by the TSM/Expanded Bus Service Alternative. Therefore, no impact to farmland is anticipated.

3. FULL BUILD ALTERNATIVE

Consistency with Land Use Plans and Policies. Most of the proposed Full Build Alternative would be consistent with land use plans and policies. This alternative supports major land use policies defined by Orange County's and affected cities' general plans. Parking and maintenance of the expanded bus fleet proposed by this alternative can be accommodated at existing and previously planned and approved facilities, even with the loss of parking in the OCTA-owned former Pacific Electric right-of-way (Burton, 2000). However, placement of an arterial in the former Pacific Electric right-of-way would not be consistent with the City of Garden Grove and the City of Santa Ana General Plans.

Land Use Compatibility. The Full Build Alternative would be incompatible with sensitive land uses adjacent to the project segments, especially where noise barriers and visual mitigation would not completely eliminate impacts to residential areas.

Farmland. The Full Reduced Build Alternative would have no impact on farmland. No area of prime farmland is expected to be acquired for the Full Reduced Build Alternative. Two areas of prime farmland border this alternative: along the I-405/SR-22 in Seal Beach within the United States Naval Weapons Station, and between Western Avenue and Hoover Street on both sides of SR-22. A utility easement on the Naval Weapons Station would be needed for improvements to the SR-22/WOCC project, hence the Department and its partnering agencies are coordinating with the United States Department of the Navy to utilize the land required. At this time, the United States Naval Weapons Station has permitted the Department a utility easement at this location.

Thresholds of Significance for CEQA:

- Consistency with Land Use Plans.
- Land Use Compatibility.

CEQA Findings:**A. PREFERRED ALTERNATIVE/(ENHANCED) REDUCED BUILD ALTERNATIVE**

The (Enhanced) Reduced Build Alternative would be incompatible sensitive land uses. There are a few areas where landscaping would not completely eliminate significant impacts to residential areas.

B. OTHER ALTERNATIVES**1. NO BUILD ALTERNATIVE**

The No Build Alternative would be inconsistent with the land use plans of some cities within the study area insofar as the cities' land use plans anticipate improvements to major arterials and freeway systems as an integral part of their vision for the future.

2. TSM/EXPANDED BUS ALTERNATIVES

The TSM/Expanded Bus Alternative would be inconsistent with the land use plans of some cities within the study area insofar as the cities' land use plans anticipate improvements to major arterials and freeway systems as an integral part of their vision for the future.

3. FULL BUILD ALTERNATIVE

The Full Build Alternative would be incompatible with sensitive land uses adjacent to the project segments, especially those segments where noise barriers and visual mitigation would not completely eliminate impacts to residential areas.

4.6.2 NEIGHBORHOOD IMPACTS

Community cohesion, as defined by Caltrans Environmental Handbook Volume 4, is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups and institutions, usually as a result of continued association over time (Caltrans, June 1997)¹. The impacts to community cohesion and neighborhoods examined changes to residents, businesses, and parking availability due to displacements and partial acquisitions.

4.6.2.1 DISPLACEMENTS AND PARTIAL ACQUISITIONS

Community cohesion is affected by displacement and partial acquisitions of residential and non-residential property. Non-residential properties include retail trade, finance, insurance, services, government/non-profit, and other types of non-residential property uses. A displacement involves the full acquisition of a property and is defined as an area within which occupants of residential and non-residential units would be displaced by the project and would be expected to relocate. A partial acquisition is when a small area of a property is acquired, but full use of the property and dwelling structures, including multi-family units, would remain. Generally, these acquisitions consist of portions of a back, side or front yard, landscaping or parking. Partial Acquisitions for areas containing multi-family residences may not affect all units on the parcel. Figures 4.6-1 and 4.6-2 provide a summary of displacements and partial acquisitions for the (Enhanced) Reduced Build Alternative and the Full Build Alternative.

For the SR-22/WOCC project, estimates of residential and non-residential displacements and partial acquisitions were made by reviewing preliminary engineering design plans and aerial photographs, and

through field review. The results of the displacement analysis as well as an evaluation of compensation for displacements in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601, et seq.), as amended, are discussed in detail in the SR-22/West Orange County Connection *Draft Relocation Impact Report (DRIR)* (December 2000); *DRIR Reduced Build Alternative Addendum* (December 2000); and the *Final Relocation Impact Report (FRIR) (Enhanced) Reduced Build Alternative* (March 2003). These reports provide complete information regarding the right-of-way impacts of the project. The FRIR deals primarily with the (Enhanced) Reduced Build Alternative, which has been identified as the Preferred Alternative. These reports also contain information regarding partial residential and non-residential acquisitions, as well as mobile home relocation data. Please note that determination of right-of-way impacts will not be finalized until the approval of final design. Existing properties that are proposed to be impacted (either full displacements and/or partial acquisitions) are subject to change if required through refined engineering and/or information regarding right-of-way.

**LEGEND**

- Interstate Highway
- State Highway
- Proposed Improvements
- Proposed Interchange Improvements
- Location of Displacements
- Study Area
- Differs from Full Build Alternatives

(Enhanced) Reduced Build Alternative Elements

- 1 - I-405/I-605 Connector (modified from 2001 Reduced Build Alternative)
- 2 - I-405/SR-22 Connector
- 3 - SR-22 Mainline (Valley View St. to approx. SR-55)
- 4 - Pearce St. Pedestrian Overcrossing (replacement with ADA compliance)
- 5 - Sorrell St. (Realignment)

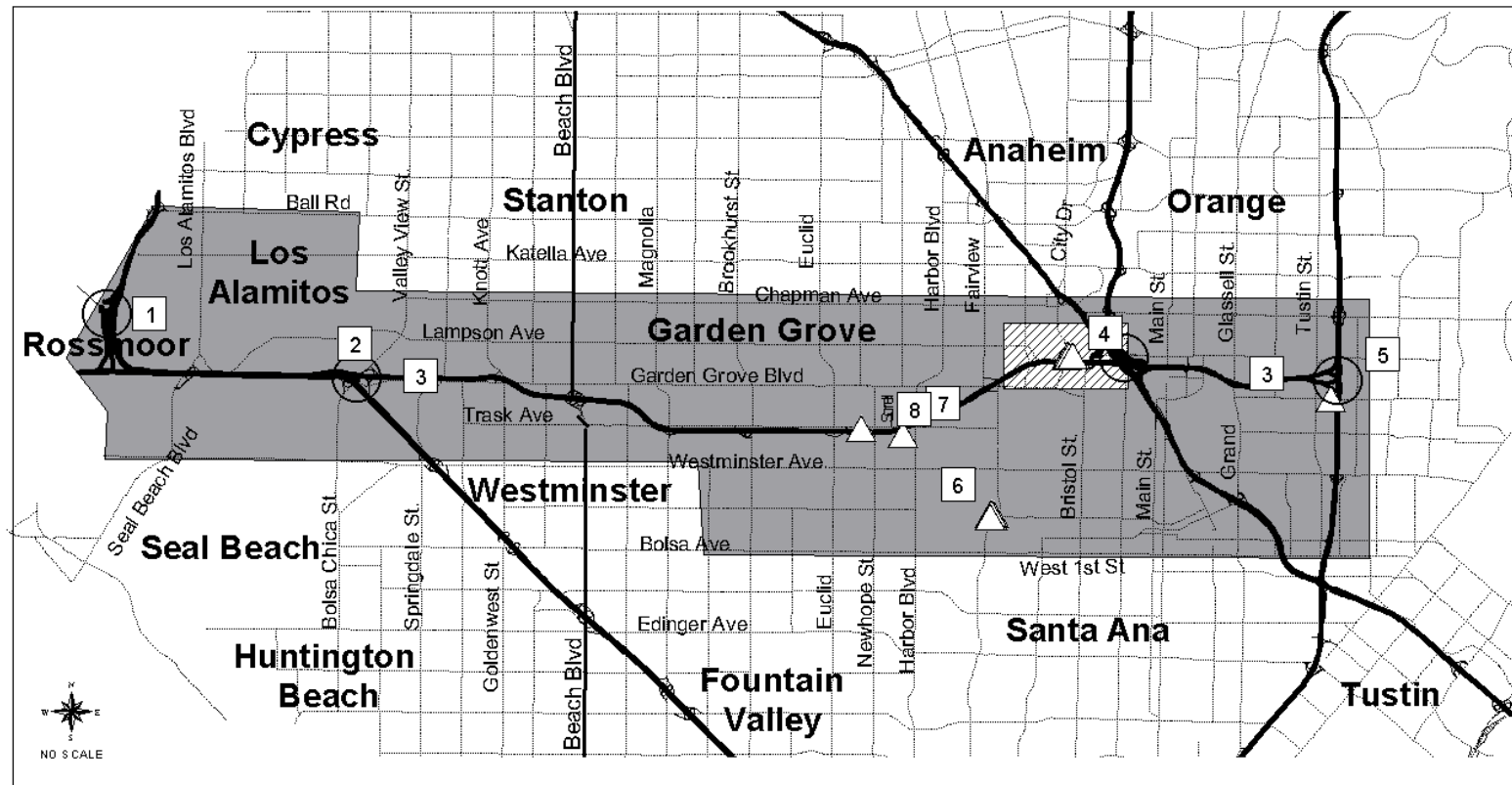
FIGURE 4.6-1

SR-22/ West Orange County Connection Project
(Enhanced) Reduced Build Alternative Map
-March 2003 FEIS/EIR-

Summary of Displacements & Partial Acquisitions

LOCATION	RESIDENTIAL		NON-RESIDENTIAL	
	DISPLMT	PARTIAL ACQ.	DISPLMT	PARTIAL ACQ.
Rossmoor	0	(0)	0	(1)
Seal Beach	0	(0)	0	(1)
Garden Grove	1	(54)	0	(2)
Santa Ana	0	(0)	0	(2)
Orange	1	(0)	10	(8)
TOTAL	2	(54)	10	(14)

* Community in Unincorporated Orange County

**LEGEND**

- Interstate Highway
- State Highway
- Proposed Improvements
- Proposed Interchange Improvements
- Location of Displacements
- Study Area
- Differs from (Enhanced) Reduced Build & Reduced Build Alternatives

Full Build Alternative Elements

- 1 - I-405/I-605 Connector (same as (Enhanced) Reduced Build Alternative)
- 2 - I-405/SR-22 Connector
- 3 - SR-22 Mainline (Valley View St. to Glassell St.)
- 4 - I-5/SR-22 Connector
- 5 - SR-22/SR-55 Connector
- 6 - Pacific Electric Right-Of-Way
- 7 - Pearce St. Pedestrian Overcrossing (replacement with ADA Compliance)
- 8 - Sorrell St. (Realignment)

FIGURE 4.6-2

SR-22/ West Orange County Connection Project
Full Build Alternative Map
-March 2003 FEIS/EIR-

Summary of Displacements & Partial Acquisitions

LOCATION	RESIDENTIAL		NON-RESIDENTIAL	
	DISPLMT	PARTIAL ACQ.	DISPLMT	PARTIAL ACQ.
Rossmoor	0	(0)	0	(1)
Seal Beach	0	(0)	0	(1)
Garden Grove	20	(56)	17	(2)
Santa Ana	60	(0)	8	(7)
Orange	64	(13)	14	(8)
TOTAL	144	(69)	39	(19)

* Community in Unincorporated Orange County